

To:

City of Portland

Bureau of Development Services

Land Use Services Division

1900 SW Fourth Ave. Suite 5000 Portland, Oregon 97201 Telephone: 503-823-7300 TDD: 503-823-6868

FAX: 503-823-5630 www.portlandonline.com/bds

Date: September 18, 2008

From: Marty Stockton, Land Use Services

Interested Person

503-823-3493 / marty.stockton@ci.portland.or.us

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 08-146476 AD

GENERAL INFORMATION

Applicant: Rich Van Hyning

Imperial Trucking, Inc.

PO Box 83868 Portland, OR 97283

Representative: William Gehr

Imperial Trucking, Inc. 3830 SW Nevada Ct Portland, OR 97219-1513

Site Address: 10533 N LOMBARD ST

Legal Description: TL 900 3.71 ACRES, SECTION 01 1N 1W

Tax Account No.: R961011090 **State ID No.:** 1N1W01BB 00900

Quarter Section: 1921

Neighborhood: St. Johns, contact Lorelei Juntunen at 503-516-3579.

Business District: North Portland Business Assoc, contact Jim Schaller at 503-517-9915. **District Coalition:** North Portland Neighborhood Services, contact Mary Jaron Kelley at

503-823-4099.

Plan District: None

Zoning: IG2 General Industrial 2 zone

Case Type: AD, Adjustment

Procedure: Type II, an administrative decision with appeal to the Adjustment

Committee.

Proposal:

The applicant, Imperial Trucking Inc., proposes to construct a card lock fueling facility within the first 160 feet of the property on N. Lombard. The fueling facility is a use consistent with

the property's IG2 zone. The Portland Zoning Code's required landscaped setback for the driveway adjacent to Pier Park, an OS Open Space zone, is 10 feet of the L3, high screen landscaping standard. The L3 standard requires enough high shrubs to form a screen 6 feet high. The shrubs must be evergreen. In addition, one large tree is required per 30 linear feet of landscaped area, one medium tree per 22 linear feet of landscaped area, or one small tree per 15 feet of landscaped area. Ground cover plants must fully cover the remainder of the landscaped area.

The applicant is requesting two Adjustments to Section 33.266.130.G, Parking Area Setbacks and Landscaping. The first Adjustment is to allow the existing driveway's setback, varying from 3 feet to 6 feet, to remain. It is estimated that the vehicles turning into the fueling facility will use 50 feet of the length of the existing drive, measured east from N. Lombard Street. The second Adjustment is to the landscaping for this setback, which is to modify the required L3, high screen to the L2, low screen landscaping standard. The L2 standard requires enough low shrubs to form a screen 3 feet high. The shrubs must be evergreen. In addition, one large tree is required per 30 linear feet of landscaped area, one medium tree per 22 linear feet of landscaped area, or one small tree per 15 feet of landscaped area. Ground cover plants must fully cover the remainder of the landscaped area.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria have been met.

ANALYSIS

Site and Vicinity: The Imperial Trucking site consists of one parcel, with an area of 161,608 square feet. The site is currently developed with a warehouse building and truck storage. Lombard Street abuts the west property line and is designated a Major City Traffic Street, Major City Transit Street, a Bikeway, and a Walkway. There is a paved driveway on the applicant's property within a 30-foot easement, running parallel with the southern property line. Pier Park is on the south side of the property line. A portion of Pier Park near N. Lombard is the park's wide parking area with a bus terminal. Further east in Pier Park, and also adjacent to the site, but not next to the ground lease for the proposed card lock fueling facility, there is a baseball diamond and permanent grand stand. The area around the site appears to consist of trucking and warehouse facilities and industrial flex-space buildings.

Zoning: The site is located in a General Industrial 2 (IG2) zone. Below is a description of the zoning designation.

• General Industrial 2 Zone. The General Industrial zones implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zones provide areas where most industrial uses may locate, while other uses are restricted to prevent potential conflicts and to preserve for industry. The IG2 areas generally have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverage and buildings that are usually set back from the street.

Pier Park, which abuts the site's southern property line, is zoned Open Space (OS).

Land Use History: City records indicate that prior land use reviews include the following:

- LUR 96-00865 AD. Approval of the adjustment to reduce the perimeter L3 landscaping width from ten feet to six feet, subject to the following conditions:
 - A. The southern perimeter of the subject property must be landscaped to the L3 standard (see explanatory note below).

- B. The required trees shall be selected from the Portland Plan List and they shall be evergreen.
- C. An accurate landscape plan shall be provided by the applicant to the Bureau of Planning Permit Center, <u>demonstrating compliance</u> with Condition A and B above, including but not limited to the accurate location of the property lines, the location of existing landscaping on the property within the six-foot wide perimeter strip, and the location and type of <u>proposed</u> landscaping on the subject property within the six-foot wide perimeter. This plan shall be submitted and approved by the Bureau of Planning Permit Center prior to issuance of building permits for the proposed industrial development on the subject property.

NOTE:

The L3 landscaping standard provides two options:

- 1. a six-foot high screen of landscaping (hedge), 95 percent opaque year around, and one tree per 30 lineal feet of landscaped area, or
- 2. a six -foot high masonry wall with a tree every 30 linear feet with the remaining area in living ground cover. A six-foot high masonry wall may be substituted for the shrubs, but the trees and ground cover plants are still required.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed August 5, 2008. The following Bureaus have responded with no issues or concerns:

- Site Development Section of BDS
- Bureau of Transportation Engineering
- Water Bureau
- Fire Bureau
- Bureau of Parks-Forestry Division

The **Bureau of Environmental Services** responded with the following comment: BES has no objections to the requested adjustments, as it appears the adjustments will have no impact on existing BES sanitary/stormwater facilities at this time. Exhibit E-1 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on August 5, 2008. One written response has been received from the St. Johns Neighborhood Association in response to the proposal.

The **St. Johns Neighborhood Association (SJNA)** responded with the following comment: The Board of Directors of the St. Johns Neighborhood Association, in consultation with the Friends of Pier Park find the proposed development, a 24-hour card-lock fueling station, will do little to improve the livability of the community and may, in fact, detract from the access to and enjoyment of Pier Park. Concerns were raised regarding the unattended restroom and air/water stations, which included criminal activity, graffiti and litter.

Regarding the requested adjustment for the reduction to the 10-foot setback for the driveway adjacent to Pier Park, they believe that the intent and purpose of the regulation would only be met if additional steps are taken to mitigate negative impacts on pedestrian, bicycle, and transit traffic on Lombard. Specifically, clearly established, appropriate sized, and well landscaped sidewalks and bike lanes would improve circulation of pedestrian and bike traffic. Also, requested is controlled access to the lot by right-turn only out –access and painted left-hand turn lanes for east-bound in-access with curbed medians.

Regarding the requested adjustment to modify the L3, high-screen landscaping to the L2, low screen landscaping standard, they do not believe the existing landscaping on the Pier Park side of this lot is sufficient to fully screen the proposed development. The neighborhood association believes it is critical to create an attractive, effective evergreen landscaped screen between the

two very different land uses that share this property line. A suggestion to address ongoing concerns regarding safety would be to pursue additional mitigation measures, such as, an attractive low fencing on the fueling station side of the landscaped screen.

Staff Comment: Adjustments are not approved or denied based on the proposed use of a development. The 24-hour card-lock fueling station is defined as a Quick Vehicle Servicing use, which is allowed outright in the IG2 zone. In an email dated September 3, 2008, the applicant provided the following in response to SJNA concerns:

The fueling facility will have 24-hour surveillance cameras as well as a locked rest room that will be accessible only to people fueling their vehicles. When clients use their cards to fuel, they will be asked if they wish to use the restroom. If they do, the lock will be released for a minute to allow them access. This has proven to be effective in the industry in reserving restroom use for clients only. The facility will also be lighted all night.

Staff recognizes the neighborhood association's transportation related concerns on pedestrian, bicycle, and transit traffic on Lombard, a Priority Truck Street, and across Lombard from a designated Freight District. However, the Bureau of Transportation Engineering has responded with no issues or concerns on this particular Adjustment and landscaping adjacent to a side property line has no nexus to the right-of-way.

ZONING CODE APPROVAL CRITERIA

Adjustments

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F., below, have been met.

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: The purpose of the development standards requested for Adjustments are:

Parking lot landscaping standards – perimeter landscaping: The intent for the parking lot perimeter landscaping, as stated in Section 33.266.130.A of the Zoning Code, is as follows:

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- *Improve and soften the appearance of parking areas;*
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- *Direct traffic in parking areas;*

- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

The intent of the L3 perimeter landscaping standard in Section 33.248.020.B.1 is:

The L3 standard is a landscape treatment which uses screening to provide the physical and visual separation between uses or development. It is used in those instances where visual separation is required.

The requested adjustment is to reduce the width and level of screening in the perimeter landscaping for the driveway adjacent to Pier Park. Rather than providing the full 10-foot wide setback and installing landscaping to meet the L3, high screen standard, the applicant is requesting that the existing driveway's setback, varying from 3 feet and 6 feet, along the first 50 feet remain. The applicants are also proposing the L2, low screen landscaping standard instead of the L3 standard.

In 1996 the City granted approval of an adjustment (LUR 96-00865 AD) to reduce the perimeter L3 landscaping width from ten feet to six feet, subject to conditions (see above). The required 6-foot tall evergreen shrubs or masonry wall and ground cover are not present today.

The driveway on the rectangular-shaped site has frontage on N. Lombard Street. South of the driveway, on the Pier Park side, is the park's wide parking area with a bus terminal. This parking area has a landscaped setback approximately 25 feet in width abutting the site. There are numerous trees and shrubs within Pier Park's landscaped setback. The parking area and bus terminal are compatible uses with the proposed card lock fueling facility, in regards to the vehicle use of both areas. The requested adjustment to reduce the width of the perimeter landscaped varying from 3 feet and 6 feet is a reasonable request due to the function of the site's driveway and the adjacent parking area and bus terminal in Pier Park.

The functional purpose of perimeter landscaping is to separate or screen parking areas from abutting uses. Equally important is its role, in concert with the perimeter parking lot landscaping along N. Lombard Street and running along the northern and eastern boundaries of the ground lease, to shade and cool paved areas, reduce the amount and rate of stormwater and decrease airborne and waterborne pollution. All of the new planting areas on the paved area will cumulatively reduce the amount and rate of stormwater and will help to decrease airborne and waterborne pollution. The applicants are proposing to install a total of 21 trees, 181 shrubs, and groundcover on the site of the ground lease. All of the new planting areas on the paved area will cumulatively reduce the amount and rate of stormwater and will help to decrease airborne and waterborne pollution.

A condition will allow and require shrubs within the first 10 feet from the N. Lombard Street frontage to be 3 feet in height (the L2, low screen landscaping standard), as the applicant requested. The purpose of this is to provide visibility to vehicles entering and exiting the site via the driveway. This parallels the fence height maximum of 3 ½ feet within 10 feet of the front lot line in the IG2 zone. The remaining 40 feet within the ground lease boundary must have evergreen shrubs 6 feet in height per the L3, high screen standard.

Through compliance with this condition, this criterion is met.

B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: The site is located in a General Industrial (IG2) zone and has frontage on N. Lombard Street. The site is located across N. Lombard from a designated Freight District. The street is classified in the Transportation Element of the Comprehensive Plan as follows:

Right-of-Way	Traffic	Transit	Bicycle	Pedestrian
	Classification	Classification	Classification	Classification
N. Lombard	Major City	Transit Access	City Bikeway	City Walkway
Street	Traffic Street	Street		

Portland Office of Transportation, Engineering and Development reviewed the proposal for conformance with adopted transportation policies, Title 17, and Title 33 approval criteria, as well as conformance with street designations. The Transportation Engineering staff found no concerns with the requested adjustments.

The Zoning Code defines the term "desired character" as being based on the purpose statement of the base zone, and the preferred and envisioned character included in adopted area plans (Section 33.910.030). The purpose and characteristics of the IG2 zone are described as follows:

The employment and industrial zones are for areas of the City that are reserved for industrial uses and for areas that have a mix of uses with a strong industrial orientation...The regulations promote areas which consist of uses and developments which will support the economic viability of the specific zoning district and of the City. The regulations protect the health, safety and welfare of the public, address area character, and address environmental concerns.

The General Industrial zones are two of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zones provide areas where most industrial uses may locate, while other uses are restricted to prevent potential conflicts and to preserve land for industry.

IG2 areas generally have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street.

The requested Adjustments to reduce the setback width and level of screening in the perimeter landscaping is consistent with the street classification and the desired character of the area. Where the truck maneuvering will be most visible, along the N. Lombard Street, there are no Adjustments requested. The existing plantings in Pier Park, along with the proposed plants along the driveway and frontage of the site will compliment St. Johns' industrial district. The overall effect of the planting scheme will soften the impacts of the paved areas. This criterion is met.

C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Two adjustments are requested. Individually and collectively, the requested adjustments will achieve a project that remains consistent with the overall purpose of the IG2 zone. This criterion is met for all of the requested adjustments.

D. City-designated scenic resources and historic resources are preserved; and

Findings: City designated resources are shown on the zoning map by the 's' overlay; historic resources are designated by a large dot. There are no such resources present on the site. Therefore, this criterion is not applicable.

E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: With a condition that requires the L3 landscaping standard to be met between 20 to 50 feet back from the street and L2 landscaping standard for the first 10 feet, there will be no impacts that require further mitigation. This criterion is satisfied.

F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable.

Findings: The site is not within an environmental zone, which is designated on the zoning map by either a "c" or "p" overlay. Therefore, this criterion is not applicable.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

Note: With the exception of the trees, the shrubs to form a screen 6 feet high and ground cover plants that must fully cover the remainder of the landscaped area as required by LUR 96-00865 AD were never put in or no longer exist. The remaining driveway's perimeter setback landscaping no longer exists and is in violation of the earlier Adjustment.

CONCLUSIONS

The Imperial Trucking proposes to construct a card lock fueling facility within the first 160 feet of the property on N. Lombard. In order to accomplish the development plans, the applicants have requested adjustments to applicable Zoning Code development standards that will not be met, specifically to vary from the perimeter setback width and landscaping standards along the first 50 feet of the southern property line.

To address the approval criteria and to mitigate for impacts, conditions will require implementation of the submitted landscaping plans. In all, the new plantings will provide groundcover or infiltration plantings, 181 shrubs and 21 trees within the ground lease area. The new landscaped areas will bring the site closer to conformance with current Zoning Code standards.

Based on the findings of this report, the applicable approval criteria are met or will be met through compliance with the conditions of approval.

ADMINISTRATIVE DECISION

Approval of the following Adjustments:

- 1. Perimeter Setback for Driveway: Reduce the landscaped setback area from 10 feet to between 3 feet and 6 feet along the southeastern property line. (Sections 33.266.130.G.2 and 33.140.245.C and Tables 266-5 and 140-6) beginning at the street and extending back 50 feet, and
- 2. Perimeter Landscaping for Driveway: Reduce the landscaped standard within the setback from L3 to L2, low screen standard within the first 10 feet from the N. Lombard Street frontage. This will allow the required shrubs to be 3 feet in height (the L2, low screen landscaping standard),

per the approved site/landscaping plans, Exhibits C.1 through C.2, signed and dated September 16, 2008, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.2. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 08-146476 AD."
- B. The required landscaped setback area within the first 10 feet from the N. Lombard Street frontage must be landscaped to meet the L2, low screen landscaping standard. The remaining 40 feet of setback area within the ground lease boundary must be landscaped to the L3, high screen landscaping standard.

Decision rendered by:

on September 16, 2008.

By authority of the Director of the Bureau of Development Services

Decision mailed: September 18, 2008

Staff Planner: Marty Stockton

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on July 16, 2008, and was determined to be complete on August 1, 2008.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on July 16, 2008.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant requested that the 120-day review period be extended for two weeks.

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Adjustment Committee, which will hold a public hearing. Appeals must be filed by 4:30 PM on October 2, 2008 at 1900 SW Fourth Ave. Appeals can be filed on the first floor in the Development Services Center until 3 p.m. After 3 p.m., appeals must be submitted to the receptionist at the front desk on the fifth floor. An appeal fee of \$250 will be charged. The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please contact the receptionist at 503-823-7967 to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Adjustment Committee an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- Unless appealed, The final decision may be recorded on or after October 3rd (the day following the last day to appeal).
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034 For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

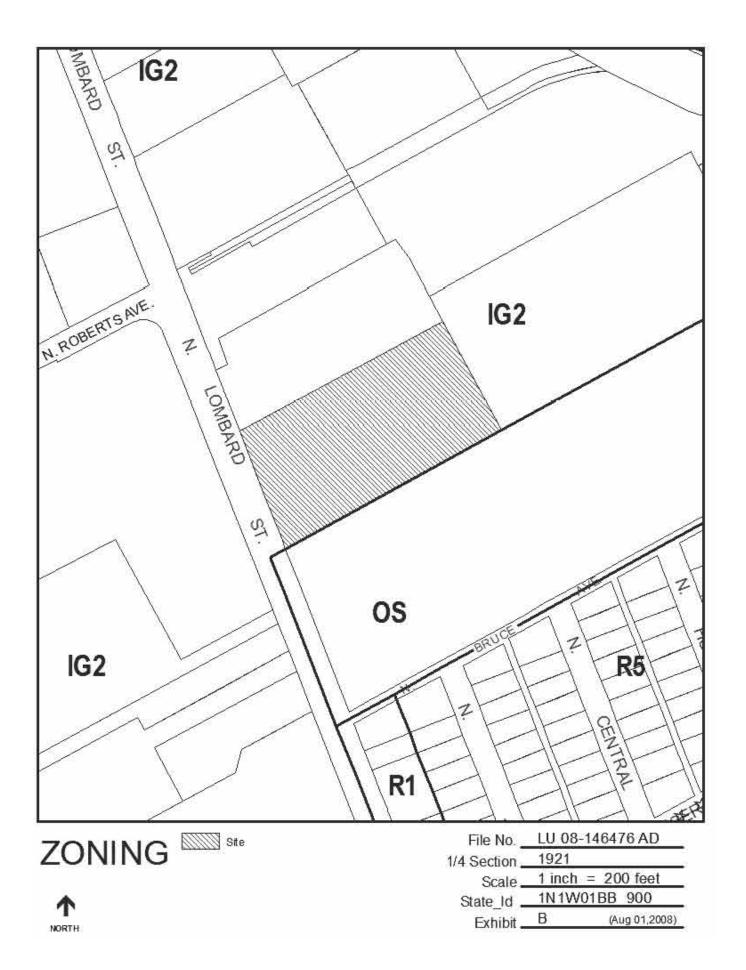
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

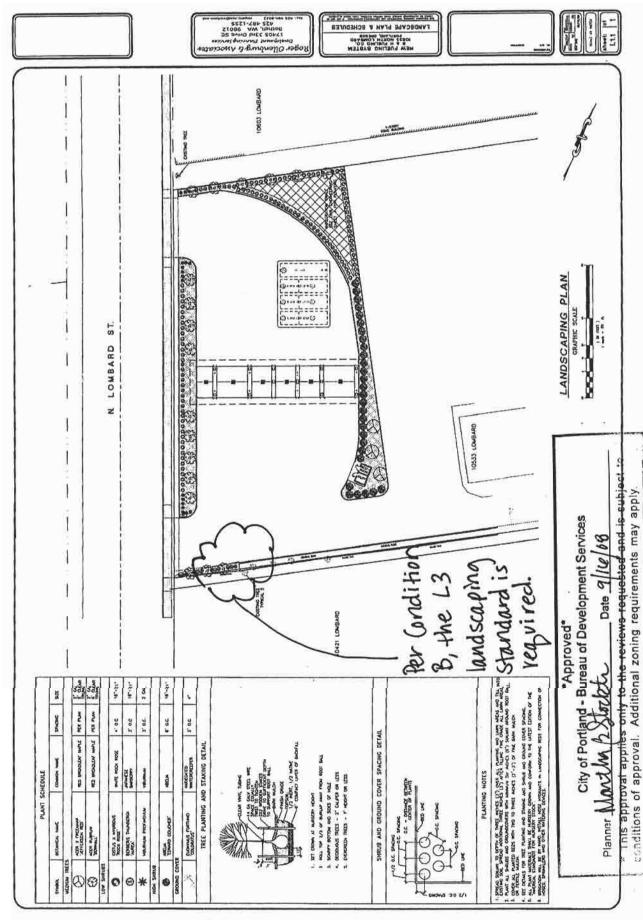
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Canopy/Islands Plan
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
- F. Correspondence:
 - 1. St. Johns Neighborhood Association, August 25, 2008
- G. Other:
 - 1. Original LU Application
 - 2. Site History Research

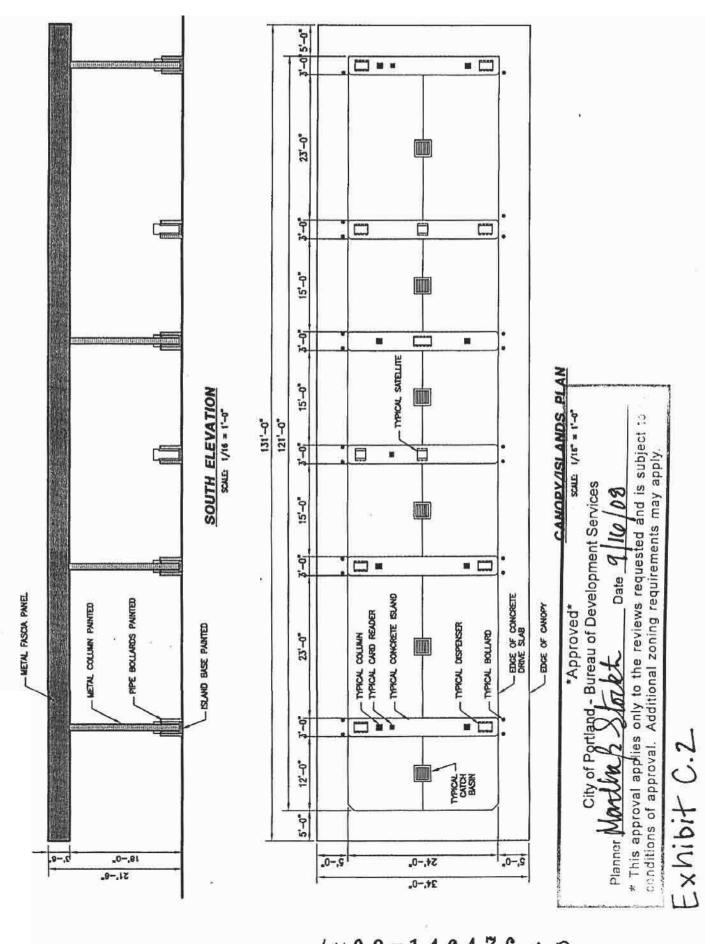
The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-0625 (TTY 503-823-6868).





LU08-146476 AD

Exhibit C.



LU08-146476 AD